higher category of Code 'D' & 'E' aircraft. The Master Plan has been forwarded to Government of Tamil Nadu in November, 2007 with the request to acquire 610 acres of land and hand it over to Airports Authority of India (AAI) free of cost and free from all encumbrances for extension of runway and associated infrastructure. It has also been requested to the State Government to divert the Madurai-Tuticorin highway passing through the approach path of runway 09/27.

(c) Does not arise.

User Development Fee

4152. SHRI MAHENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Karnataka High Court has directed the Union Government to immediately consider renegotiating the closure of HAL Airport and levy of User Development Fee (UDF) on passengers with the Bangaluru International Airport Limited (BIAL);

(b) if so, the details thereof;

(c) whether user fee will be imposed on airports like Delhi and Hyderabad also where airports have been given to private companies; and

(d) if so, the formula of revenue sharing with such companies?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. High Court of Karnataka has directed the Union of India, Government of Karnataka and Airports Authority of India to renegotiate the matters regarding (i) closure of HAL Airport once the Bangalore International Airport becomes operational and (ii) levy of User Development Fee (UDF) with the Bangalore International Airport Limited (BIAL). The Court has also suggested to explore the possibility of minimising, if not completely removing the inconvenience and difficulties of the people.

(c) and (d) The Aircraft Act and Rules allow an airport operator to collect UDF at such rate as the Central Government may specify. Presently, only M/s BIAL and Hyderabad International Airport Limited (HIAL) are allowed to levy UDF at the new Bangalore and Hyderabad airports respectively.

Disaster management mechanism at Bangalore Airport

4153. SHRI JESUDASU SEELAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether at a time when airports reperceived to be high on the terror radar and prone to disasters, airports around the world have put in place a mechanism to counter possible terror attacks and disaster;

(b) if so, whether with such disasters looming large over several airports across India, the airport in Bangalore is no exception;

(c) whether the promoters of the Bangalore airport, Bangalore International Airport Limited (BIAL) are setting up an effective disaster management system to counter such eventualities, and